GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:48
ANSWERED ON:19.07.2017
Delay of Trains
Ray Dr. Ravindra Kumar

Will the Minister of RAILWAYS be pleased to state:

(a) whether all the Jharkhand bound trains often reach their destinations late;

(b) if so, whether the Government has identified the reasons for the same;

(c) if so, the details thereof and if not, the reasons therefor; and

(d) the details of the corrective measures taken/likely to be taken by the Government in this regard?

Answer

MINISTER OF RAILWAYS
(SHRI SURESH PRABHAKAR PRABHU)

(a) to (d) A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 48 BY DR. RAVINDRA KUMAR RAY TO BE ANSWERED IN LOK SABHA ON 19.07.2017 REGARDING DELAY OF TRAINS

(a) to (c) Focussed attention, daily, is given by the Indian Railways at the station, Division, Zonal headquarter and Railway Board levels in ensuring the Punctuality of all passenger carrying trains, in general, and East bound trains including Jharkhand, in particular through intensive monitoring and close co-ordination with different departments.

While most of the trains reach their destinations on time in Jharkhand, some trains, at times, get delayed due to causes, some of which are in the control of Railways, such as,

(1) asset failures related to locomotives, over head equipment, track failures, signal failures, carriage and wagon failures etc.,

(2) saturated line capacity due to heavy volumes of freight and passenger traffic leading to route congestion,

(3) blocks to be given for maintenance of fixed assets − tracks, signals, overhead equipment and for increasing line and terminal capacity, replacement of level crossings by limited height subways and reasons beyond the control of the Railways, such as security related law and order problems − observance of Bandhs and security threats in Left Wing Extremist areas involving sections on East Central Railway such as Gomoh-Pradhankunta, Mugalsarai-Manpur, Mokameh-Jhajha, Muzaffarpur-Barauni, Muzaffarpur-Narkatiaganj, Raxaul-Sitamarhi-Darbhanga, Muzaffarpur-Sitamarhi & on South Eastern Railway such as Chakradharpur-Rourkela, Midnapore-Adra, Muri-Ranchi, Chandil-Muri and Muri-Barkakana, through which Jharkhand bound trains traverse which require reduction of speeds for maintaining the safety of operations - natural calamities, public agitations, electricity grid failures, bad weather, cattle run over cases, heavy road traffic at level crossing gates etc.

For the period of April-June 2017, out of approximately 57 mail-express trains that terminate at 9 major terminals (Dhanbad, Ranchi, Hatia, Tatanagar, Muri, Sahibganj, Garhwa Road, Chakradharpur and Dumka) in Jharkhand daily, 14% trains lose punctuality due to asset failures, 11% due to maintenance blocks given for infrastructure capacity augmentation and regular maintenance works, 11% for external factors beyond Railway control and 52% due to various capacity constraints mentioned above.

(d) To improve the mobility and punctuality of East bound passenger carrying trains including Jharkhand on the saturated Mughalsarai-Allahabad-Ghaziabad route having line capacity utilization of about 150%, Indian Railways, inter alia, have initiated various long and short term measures. These include provision of automatic signaling from Aligarh to Ghaziabad on 3rd line, extension of platforms, commissioning of longer loop lines at 10 stations, raising of speed to 160 kmph on New Delhi-Howrah route costing approximately ? 6900 crores in addition to the construction of double-line dedicated freight corridor (DFC) between Mughalsarai-Allahabad-Khurja which will remove the bottlenecks and ease line capacity on the eastern corridor.

Further, Railways have initiated various measures such as replacement of conventional coaches by LHB (Linke Hofmann Busch) coaches having higher speeds, replacement of conventional passenger trains by MEMU (Main Line Electrical Multiple Unit) trains, automatic signaling between Aligarh-Ghaziabad 3rd line, Bi-directional automatic signaling on middle line between Aligarh-Ghaziabad, Commissioning of new Platform-11 at Allahabad, extension of loop lines between Aligarh-Mugalsarai, extension of 4 Platforms at Shikohabad etc.

Besides, to give impetus to punctual running, Railways takes periodic measures to launch Punctuality drives, sensitise staff involved in train operations, improve asset reliability by taking pre-emptive maintenance, rectify asset failures in the shortest possible time and have better co-ordination with State Governments and Civil authorities to deal with law & order problems effectively.

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